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HONGKONG, THURSDAY, AUGUST 3, 1911.

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LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAYLOR, Esq., Canton, District Secretary.
Alexandra Building.

C. Lawder, Esq.,—Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq.,—C. J. Lafrentz, Esq.

Hongkong, July 22, 1911. 1494

SPORTING.

Lawn Bowls.

ENGLAND v. SCOTLAND.

At the Kowloon Bowling Club's green on Wednesday evening the international competition between representatives of England and Scotland was concluded. Some fine play was shown by both teams and the result was in favour of Scotland. The scores were:—

ENGLAND.	SCOTLAND.
A. Blowsy	G. K. Haxton
A. Thornhill	D. Cooper
C. Bond	C. Alexander
L. E. Brett (skip) 15	A. Ramsay (skip) 28

Scotland won the previous match by 20 to 16.

QUARANTINE AT PENANG.

Improvements Foreshadowed.

The Penang Gazette, from enquiries made, has elicited the fact that certain alterations and improvements are advisable in the new quarantine camp at Pulau Jerjak, the congestion thereat is accentuated by the exceptionally large arrivals of coolies and the recurrent outbreaks of cholera.

As many as ten thousand have been quarantined at one time. The number was reduced on a recent Saturday to 2,500 owing to a diversion of the new arrivals to Port Swettenham.

When the camp is more depleted, it is proposed to secure a greater subdivision of the camps and improve the bathing and latrine arrangements, concrete and cement the larger area of ground for the convenience of scavenging, and install a filtering apparatus.

The intention is to generally put the camp in that first class order which the authorities desire to have maintained.

THE FAR EASTERN SQUADRON.

In the House of Commons on July 5th Mr. Bury asked the First Lord of the Admiralty whether it was intended to augment the armoured strength of the Far Eastern Squadron during the present year, and, if so, what ships it was proposed to send to that station.

Mr. McKenna said it was not in the public interest to make statements in advance of the changes to be made in the disposition of His Majesty's ships. (Hear, hear.)

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THIS is unquestionably the most successful preparation that has ever been produced for bowel complaints. Diarrhoea, dysentery, colic and pains in the stomach are quickly cured by it. It can always be depended upon even in the most severe and dangerous cases. In almost every neighbourhood there is someone whose life has been saved by it. For sale by all Chemists and Druggists.

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ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

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Full Cream Milk.

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STERILIZED NATURAL MILK.
A Trial of which will satisfy you of its EXCELLENCE.

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Sundays at 8.30 A.M. and 12.30 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

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CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

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Hongkong, May 4, 1911. 135

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Hongkong, November 10, 1909. 1374

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The International Relations of the Chinese Empire, by H. B. Morse	10.00	A Priestess of Humanity, by Mrs. Stanley Wrench	1.75
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CLOWES' NAVAL POCKET BOOK, 1911	6.50	The A.B.C. to Rubber Planting Companies, by Parry & Mousour	2.25
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Removes even the oldest Paint in the shortest time, after it has been applied to the surface.

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Does not injure Wood or Iron Work, and contains no Acid.

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Tailoring Department (FIRST FLOOR).

SPECIAL VALUE
WHITE ORLEANS CLOTH JACKETS \$5.50.
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ADJACENT TO THE TRAMWAY TERMINUS, 1,400 FEET ABOVE SEA LEVEL.

Adjoining the South Wind in Summer and protected from the North-east Wind in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

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Hongkong, February 8, 1908.

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QUEEN'S ROAD CENTRAL.

ENTIRELY situated, up-to-date Hotel. Recently renovated and under new management. Large and comfortable rooms. Excellent cuisine under the operator of an experienced French Chef.

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O. E. OWEN,

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Hongkong, March 1, 1911.

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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1738

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The Cheapness and quality of their Goods have no equal.
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Hongkong, July 20, 1910. 989

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Carbonic Acid in Steel Cylinders and
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and KAMETAMADA COFFEES.

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TEL. ADDRESS for above: "IWASAKI."
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YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
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Co.

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Ltd.

For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

Hongkong, April 29, 1911. 818

HONGKONG AND SOUTH CHINA
STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that the
ORDINARY GENERAL MEETING
of Shareholders will be held at the Office
of the General Managers on the 9th day
of August, 1911, at 12 o'clock Noon, for the
purpose of considering the Report and
Accounts to 30th June, 1911, and to
transact any business that may be trans-
acted at an Ordinary General Meeting.

Notice is given that the TRANSFER
BOOKS of the Company will be CLOSED
from 1st to 9th August, 1911, both days
inclusive.

BRADLEY & CO.,
General Managers.
Hongkong, July 28, 1911. 997

HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY
HALL, HONGKONG, on SATURDAY,
the 19th day of August, 1911, at Noon, for
the purpose of receiving the Report of the
Court of Directors together with a State-
ment of Accounts to 30th June, 1911.

THE REGISTER OF SHARES of the
Corporation will be CLOSED from MON-
DAY, the 7th August, to SATURDAY,
the 19th August, 1911, (both days inclu-
sive), during which period no transfer of
Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, August 2, 1911. 997

CHEN KWONG & CO., LD.

GENERAL IMPORT &
EXPORT.

CANTON'S LARGE
WHOLESALE & RETAIL
STORE.

FURNITURE, Dry-goods, Groceries,
Bicycles and Bicycles,
Crockery-Ware,
Makers of Jewellery, Lacquerware,
Ironmongery, Wine and Spirits,
Foreign Clothes for gentlemen made to
order by our own tailors.

Large assortment of Chinese Silks and
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All goods sold at reasonable Prices.
The Cheapest and Best place in Canton to
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SUP. PAT. POO STREET,
TEL. No. 1400. CANTON.
Canton, August 1, 1911. 979

Popular

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MITSUI BUSSAN KAISHA
Hongkong, December 17, 1910. 1082

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Hongkong, December 17, 1910. 1082

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MERCANTILE MARINE

CHANGES

Mr. T. Knowles, third engineer, Kiang-
shin, has gone on leave.

Mr. J. Thompson has been appointed
third engineer, Kiangshin.

Mr. Warden, chief engineer, Changchow,
has gone chief engineer, Kanchow.

Mr. J. Williams, chief engineer, Kan-
chow, has come on leave.

Mr. J. Henderson, second engineer,
Changchow, has gone acting chief engineer,
Changchow.

Mr. W. J. Dinnen, supercargo chief
engineer, Dresden, has gone second en-
gineer, Luchow.

Mr. A. L. L. Buten, acting chief officer,
Tingang, has gone second officer Koon-
shing.

Mr. T. R. Sayle, second officer, Koon-
shing, awaiting orders.

Mr. C. J. Kirkpatrick, from leave, has
gone third engineer, Fookshing.

Mr. C. L. Sharpe, third engineer, Fook-
shing, has gone on leave.

Mr. J. McMahon has been appointed
fourth engineer, Fookshing.

Mr. B. Parker, third engineer, Mausing,
has gone acting second engineer, same ship.

Mr. R. A. W. Dendie, second engineer,
Mausing, has gone on leave.

Mr. H. C. Clements, fourth engineer, Fook-
shing, has gone third engineer, Mausing.

Mr. P. P. Fladgate has been appointed
third officer, Mausing.

Mr. McE. Mills, third officer, Mausing,
has gone second officer, same ship.

Mr. H. MacGregor, second officer, Ma-
using, has gone on leave.

Mr. D. McCallum, third officer, Fausing,
has gone acting second officer, same ship.

Mr. G. A. V. Howes, second officer, Fa-
using, has gone on leave.

Mr. A. H. Waite, late Indo-China, has
been appointed master, Hinglee.

Mr. H. J. Nicholson, late Peiping, has
been appointed chief officer, Shun On.

Mr. A. A. Campbell, late Indo-China, has
been appointed master, Hinglee.

Mr. F. Everith, chief officer, Hinglee, has
gone master, Shunlee.

Mr. Mounsey, chief officer, Shunlee, has
resigned.

Mr. McDonald has been appointed chief
officer, Shunlee.

AUTOMATIC RESUSCITATION.

Elaborate directions for the manipulation
of half-drowned or otherwise asphyxiated
persons, in order to force air into the lungs
and induce them to resume their functions,
will become unnecessary with the general
adoption of the "pulmotor," a machine for
effecting the same result automatically.

According to a writer in the Engineering
News (New York, April 6), the United States
Bureau of Mines has received a number of
these machines, which have been added to
the equipment of each of the Government
mine rescue cars. The greatest use of the
apparatus is for preventing death of persons
overcome by mine gases, but it is
equally applicable to victims of electric
shock or to apparently drowned persons.

We read:

"The device operates automatically to
inflate the lungs with oxygen and then to
deflate them. The various parts comprise
(1) a cylinder in which oxygen is stored
under a pressure up to 125 atmospheres,
(2) a blowing and a suction valve actuated
by two accordion bellows, (3) a face mask
which encloses the mouth and nose, making
an air-tight connection with the face, (4)
two flexible tubes, attached to the mask
and leading to the blowing and suction
valves respectively.

"When the mask is made air-tight on
the face and the oxygen turned on, the
apparatus works automatically. Oxygen
is forced into the lungs until a pressure
equal to four inches of water is reached.
This pressure is also on one of the accordion
bellows, and owing to its elongation the
valves are turned and the pressure in the
lungs released. The suction valve immedi-
ately begins to operate, and continues to
exhaust the gas from the lungs until a
vacuum of four inches of water is reached.
The oxygen used for working this valve by
creating the suction elongates the second
accordion bellows and changes the position
of the valves, forcing the oxygen again into
the lungs, etc. A lever enables the inflow and
outflow of oxygen to be regulated by hand
independently of the automatic device. The
use of this device necessitates placing the
patient on his back, in which position the
tongue is apt to fall to the back part of the
throat, allowing the soft palate to close the
larynx. To overcome this condition, a
flexible rubber tube is attached to the
upper part of the face mask, which will
assist of grasping the tongue with a pair of
forceps to withdraw it sufficiently to raise
the soft palate.

"Another type of mask fits over the nose
and nostrils only, allowing the mouth to
be free. With the use of this face-mask
the tongue may be withdrawn and held
between the teeth and lips with sufficient
pressure to hold it in place and make the
mouth air-tight. For success with either
mask, it is necessary that an air-tight fit
be made.

"Attached to the lid of the 'pulmotor,'
box is an inhalation device which may be
substituted for the pulmotor as soon as the
subject under treatment recovers the in-
voluntary action of the lungs. This
inhalation device is fitted with a rubber bag
which holds two liters of oxygen when in-
flated, and a metallic mask which fits over
the mouth and nose and which may be held
in place with a rubber band passing around
the head. A lever at the hinged end of the
box has an attached inscription: 'Pulmotor
and Inhalation.' Whenever of the name
are exposed, indicates the manner in
which the apparatus will operate.

"To demonstrate the action of the device
there is provided a rubber bag and a disk
which may be attached to the face mask.
The rubber bag, when so fitted, represents
the lungs of a subject being treated."

Intimations.

EMPIRE THEATRE.

WEDNESDAY, THURSDAY AND
FRIDAY.

2nd, 3rd & 4th AUGUST, at 8.30 P.M.

THE FAMOUS

HAN PING CHIEH

AND HIS TROUPE

of Magicians, Jugglers and Acrobats who
have performed before Kings, Princes,
Legations and Consulates, and have
also performed in the 'CHING PING'
Theatre for 3 nights about 2 years ago,
will give Special Performances for
THREE NIGHTS ONLY

AT

THE EMPIRE THEATRE.

Hongkong, August 1, 1911. 938

BIJOU SCENIC THEATRE,

FLOWER STREET.

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9.15 P.M. EVERY EVENING 9.15 P.M.

MISS VIOLET BONNETTA

Ma R. H. STEPHENSON,

and

FRANK MELROSE.

7.15 P.M. PICTURES ONLY 7.15 P.M.

See Hand Bills.

Lessee and Manager:

R. H. STEPHENSON.

Hongkong, August 1, 1911. 984

S. HANDA.

JAPANESE MASSAGIST.

2nd Floor,

No. 60, QUEEN'S

ROAD

CENTRAL,

HONGKONG.

Near the Old

Post Office.

Hongkong, July 21, 1911. 933

BACON & HAM

Do you want the best for your

table?

SEND US YOUR ORDERS.

We stock absolutely first quality

Australian mild cured Bacon and

Hams.

Prices Moderate.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1911. 68

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

STYLE AND FIT

GUARANTEED.

NEW STOCK

Helmets (Cork and Rubber)

RAIN COATS,

BATH ROBES

AND

SUMMER UNDERWEAR.

Hongkong, Sept. 20, 1911. 134

SWATOW WARRONG & CO.,

13, QUEEN'S ROAD CENTRAL,

HONGKONG.

MANUFACTURERS OF

Swatow Hand-made Drawn Work

and Canton Embroidery, etc.

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GOLD AND MONEY CHANGER.

No. 18, Queen's Road Central,

HONGKONG.

Hongkong, May 27, 1911. 713

Intimations.**The Wrong**

WAY TO READ.

If you have to hold the print

too far away to see clearly, the eyes will

be strained to make out the fine print.

If you have to hold the print too close

that will strain the muscles of the eye.

Either way is bad.

See us and have the satisfaction

of using a pair of right fitting,

right seeing glasses.</

STILL DRAWING CROWDED HOUSES.

STARTLING ATTRACTIONS BEING PRESENTED

EVERY EVENING!

Keep your eye on this Advertisement for the Announcements on **FRIDAY and SATURDAY** next.

NEXT MATINEES: SATURDAY, at 4.30 p.m.

When a handsome Lady's Bicycle will be given away free. Everyone has a chance.

Hongkong, August 3, 1911.

OUR BRAINLESS GAMES.

There is nothing wrong with British sport, but the brains thereof.

I must admit that this is a somewhat important exception, and the annoying feature of the whole matter is that even the brains are right—if the owners thereof would condescend to use them properly.

We are the greatest inventors of games in the world. We have been the world's pioneer in athletic sports of all kinds. We show them to other people, and those other people improve them, and then come and beat us on our own games, simply because we will not keep abreast of the modern developments. We must not use our brains.

I could not believe—I would not believe—that the wonderful ignorance of the science of sport which one sees in England to-day is due to defective mental power on the part of a nation such as we are—a nation of whose life sport, if anything, takes too large a part. I believe that in the vast majority of cases it is laziness.

SCORFISH CRICKET.

Let us glance first at our national scorfish cricket. I sent a young New Zealander out on Saturday to watch a cricket match between two teams which had in them men who are famous wherever cricket is played. He has not been here long. He admires nearly everything he

case, or a tennis racket, the forearm at the handle must be in one and the same straight line at the moment of impact.

As it is in cricket and lawn tennis, it is in Rugby football. New Zealand, Australia, and South Africa literally run our players in the mud, and play with the net against them. We think we can play Rugby football in England. One's own weekly gate-hysterical every Sunday about the Harlequins, in New Zealand an ordinary district team would be the Harlequins, who do not play Rugby football, but only a part of it, and leave out a big part, too.

I saw English struggle through South at Twickenham. New Zealand on same day would have beaten either by 30 or 40 to nothing.

WHERE THEY WERE WANTING.

Again let us be specific and show us they were wanting. The forwards reckon that their duty was done, when they heeled out, until they were called to push again. In real Rugby, directly scrum breaks up, the forward becomes back. The New Zealanders had in backs. The following up general lamentably slow. The half-backs was invaluable fraction of time in throwing ball instead of jerking it out. For quick passes the hands should not be back. It is amusing to see the half-backs, the full-backs, the wing, the

Banks.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, PAID-UP Gold \$3,250,000
RESERVE FUND Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 38 Bishopsgate.

LONDON BRANCHES;
BANK OF ENGLAND.

National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

**BRANCHES AND AGENTS
ALL OVER THE WORLD.**

THE Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2½ per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months	4	per cent	per annum.
For 6 "	3½	per cent	per annum.
For 3 "	3	per cent	per annum.

GEO. HOGG,
Manager.
No. 9, Queen's Road Central.
Hongkong, February 20, 1911.

**YOKOHAMA SPECIE
BANK.**

ESTABLISHED 1880.

Capital Paid Up Yen 24,000,000

RESERVE FUNDS 16,880,000
[HEAD OFFICE—YOKOHAMA.]
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 HONGKONG—Interest allowed.
 On Current Account at the Rate of 2%
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ON FIXED DEPOSITS:—
 For 12 months 4 % per annum.
 For 6 months 3½ %
 For 3 months 3¼ %
TAKEO TAKAMICHI,
Manager.

Hongkong, March 13, 1911.

**NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.**
(NETHERLANDS TRADING SOCIETY).

—
ESTABLISHED 1824.

PAID-UP CAPITAL £1. 45,000,000 (£5,750,000)
RESERVE FUND About
.. .. . £1. 7,124,317 .. (2,693,693)

HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang,
Shanghai, Rangoon, Sarawak, Sourabaya,
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Siam, Hongkong, Hankow, Amoy, Yokohama,
Rangoon, Melbourne, Sydney, New York,
San Francisco, &c., &c.

LOWEY, BAXTER & CO.—The Union
London and Smiths Bank, Limited.
The Bank buys and sells and receives for
collection Bills of Exchange, issues letters of
credit on the Branches and correspondents
in the East, on the Continent in Great
Britain, America, and Australia, and trans-
acts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per Annum
balance.
Fixed Deposits 12 months 4% per Annum
6 months 3% Do
3 months 2% Do
A. F. VAN KEESE, Agent.
BANKING HOUSE, 107 & 109, 1911.

in England. He went to a cricket match and to watch famous cricketers. I did not go with him. I gave it up years ago. I now want to expect in nice out of ten.

"He came back disappointed."

"Well, what did you think of it?"

"I liked it."

"It was the slowest stuff I ever saw," answered. "Surely all English cricket is not like that!" And then I am afraid he, or went perilously close to doing so.

of it is.

WOMEN WHO LACK KNOWLEDGE.

My friend is a cricketer, and writes much cricket. As he is, so are thousands of English cricketers.

Many of these men almost make a living out of writing about cricket because they can't play it very well. The mere fact that a man, who gave up cricket many years ago because it was too slow, could sell an article in how to bowl the googlie is enough commendation. Fancy trying to sell an article in how to bowl a big break! The fact is that cricket is full of mystery though and that cricketer is full, and that it badly wants a shake up.

Take, as an instance, the present no-ball racket. It anchors the man on his operative side, and gives the umpire the almost impossible task of watching all his movements, and often three, things at once. Let anyone imagine what it would mean to make a lawn-tennis player keep his right foot on the ground until the ball had left his racket. It would ruin his follow-through.

The no-ball rule should deal with the other foot and the other crutch. Then the umpire having seen the foot properly placed, should say "No ball."

for it. If it came out as it should would assuredly beat him. The half-quick guileless.

The backs "shell-out" all across field until the wing is forced into. The goal-posts are not at the side ground! The cross kick is not used enough." The pass-back from the 11 is not understood.

Each side used it once in England, Scotland, and England scored, a good try too, from it. Fencing is art. Dodging or cutting in, however, is practically non-existent. Short punt to beat a man or to forward "is practically not used. game is absolutely stereotyped.

We need not tuler at length too. Again we have been too slow in the acknowledged champion has made a break of 1,000. An Australian made about twenty-five of them, he has developed a newer and scoring stroke.

And so it goes on. We will not we are not foolish enough to deprecate those who do; and so on play this game we shall be content to take it "in the new days other places."—P. A. M. A. P.

"THE CHINA MAIL."

NOTICE.

Communications relating to news to be addressed to THE EDITOR.

Correspondents must forward their communications with any other matter addressed to the Editor.

for nearly all the qualities that ought to be in English sport—but which are not.

A MAN'S STROKE.

"We must not generalize in these sweeping statements. The 'English' back-hand is a weak, inefficient stroke, mostly defensive. The genuine stroke, as was played by the masters of old, is a fine winning shot. We have all seen a croquet-slicing lesson at the Military Tournament. This is the genuine English back-hand stroke at lawn tennis—a man's stroke; but England is down to nothing to-day in the lawn tennis world because her players will not use their brains enough to know that to get the best results with an axe, or a

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE, LONDON.

Paid-up CAPITAL	£1,000,000
RESERVE FUND	£1,485,000
CASH, STOCKS, AND REAL ESTATE	£1,900,000

THE BANK allowed on Current Account at the rate of 8% per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 1/2
" " " " " " " " 5 1/2
" " " " " " " " 5 1/2
" " " " " " " " 5 1/2

W. M. DICKSON
Managers

100, MARK LANE, LONDON.

TELEGRAMS: "MARK LANE."

Telegraphic Address: "Mark Lane," London No. 22.

THE CHINA MAIL

KEATING'S WORM TABLETS

A purely Vegetable Preparation for the Expulsion of Intestinal Worms.

Keating's Worm Tablets form an agreeable method of administering only certain remedy for the cure of the most common and pernicious of all and exceedingly dangerous diseases.

It is obtained of all Druggists.

Prepared by W. KEATING, London, E.C.

THE CHINA MAIL

ILLUSTRATED 80

of the British Section

Kowloon-Canton Line

Containing Photographic Illustrations of the magnificent scenery throughout the line, a brief history of the line, and a brief history of the line.

JUST THE THING TO GET

AT THE CHINA MAIL

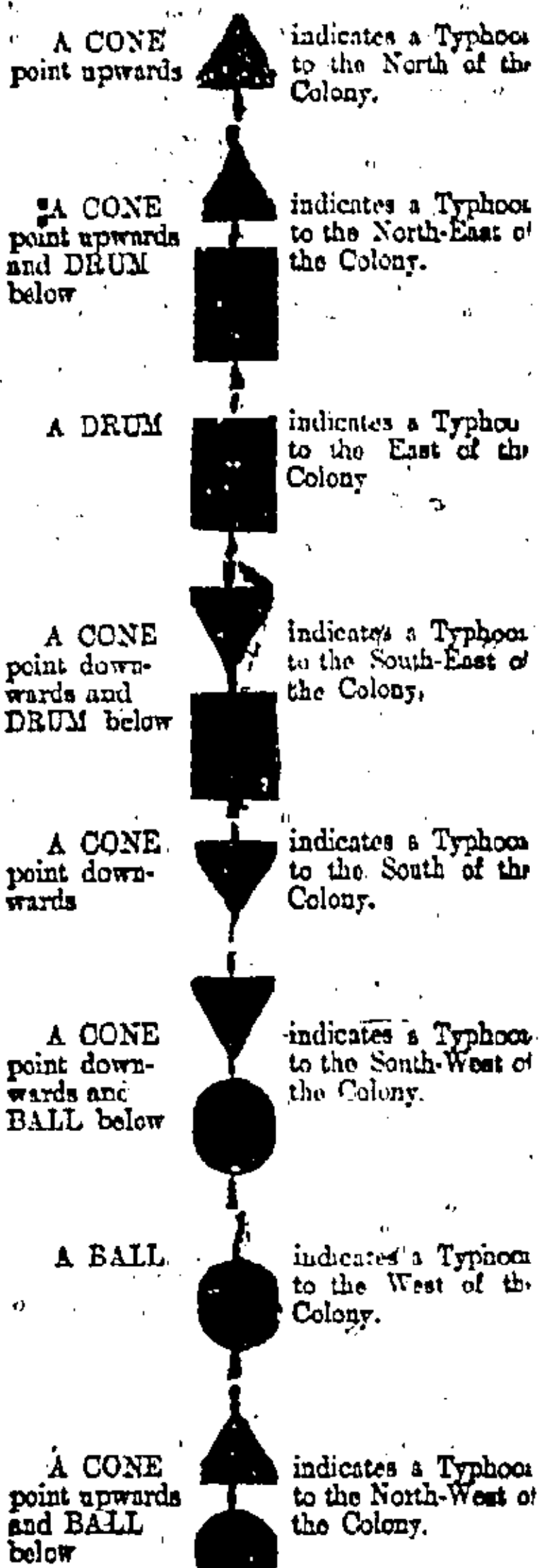
Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I.	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Ciesoll	Haiphong
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand.	Saigon
Alger	French cruiser	3420	23	5100	Capt. Delzon	Saigon
Alouette	French gunboat	508	7	400	Commander Esclain	Saigon
Argus	French river gunboat	150	—	—	Lieut. d'Estienne	Haiphong
Caronade	French gunboat	500	6	—	Comdr. J. Gervais	Saigon (Reserve)
Comète	French gunboat	645	10	1500	Lieut. de Linsme	Saigon
Décidée	French armoured cruiser	10,014	30	20,000	—	Saigon
Dupetit-Thouars	French gunboat	141	—	—	—	Saigon (Reserve)
Ecluse	French gunboat	—	—	—	Lieut. Combet	Saigon
Eclairage	French sub-marine	—	—	—	—	Saigon
Eclair	French destroyer	350	7	303	—	Haiphong
Eclair	French gunboat	—	—	—	—	Haiphong (Reserve)
Henri-Rivière	French gunboat	200	6	308	—	Saigon (Reserve)
Jacquin	French gunboat	500	—	—	—	Saigon
Edon	French sub-marine	—	—	—	Lieut. Marre	Saigon
Lynx	French sub-marine	1635	10	9000	Comdr. Ragot de Toulche	Saigon
Manche	French surveying-ship	9700	12	19,800	Capt. Gheron	Saigon
Montcalm	French cruiser	307	6	800	Lieut. de la Roche Karandron	Saigon
Monarque	French destroyer	—	—	—	Lieut. de Maindreville.	Upper Yangtze
Monarque	French gunboat	130	—	—	Lieut. Puych	Tungkin
Olry	French gunboat	130	—	—	Comdr. Mortenol	Haiphong
Pistolet	French torpedo boat	130	7	300	Lieut. Morris	Saigon
Protée	French sub-marine	—	—	—	Capt. Drouot	Saigon
Rafiotable	French battleship (reserve)	9437	8	5071	Lieut. Bariot	Saigon
Rafiotable	French gunboat	1798	10	1700	—	Yangtze
Styx	French gunboat	—	—	—	—	Saigon (Reserve)
Takling	French destroyer	250	6	—	—	Haiphong

[illegible]

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Tamar, and Green Island signal mast.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

MORE SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following station during the time that any of the above Day Signals are hoisted in the Harbour.

Gap-Rock, Aberdeen
Waglan, San Ki Wan
Stanley, Sai Kung
Oape Collinson, Sha Tin Kai
Tai P.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given Ocean Vessels, on demand, by signal, from the light house.

F. G. Fies,
Director

Intimations,
MILNERS' SAFES

AS SUPPLIED TO THE
PRINCIPAL BANKS
AND
BUSINESS HOUSES.

GEO. P. LAMBERT,
Agent.

Hongkong, May 20 1911. 650

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910... \$484,715,923
Dividends to Policyholders... 85,080,459
1910... 10,575,157
Total paid Policyholders 1910... 53,439,360
Total Expenses for 1910... 10,392,032
Gross earnings from Interest and Rents for 1910... 21,646,528
Gross rate of Income from Investments 1910... 4.48%
Hongkong, May 30, 1911. 737

JAPANESE MAKERS.



EVERY KIND
OF
Footwear
MADE
TO
ORDER

CHERRY & CO.,
35, WELLINGTON STREET,
Hongkong, May 5 1910. 578

NORTH BRITISH & MERCANTILE
INSURANCE CO.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1910.
£21,252,693.

Authorized Capital £20,000,000
Subscribed Capital £3,814,845
Paid-up Capital £1,687,997 5 0
II—Fire Funds... 3,849,215 4 2
III—Life & Annuity Funds 15,646,125 9 7
Sinking Fund Account 97,355 18 6

Revenue Fire Branch... 2,373,269 17 7
Life & Annuity... 1,954,331 9 2
Branches... 643,314 10 8
Other Receipts... 24,971,215 17 5

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.,
Agents.

PATELL & CO.
Exporters & Importers

General Merchants
and
Commission Agents.

HONGKONG, CANTON,
SHANGHAI AND
HANKOW.

CAN YOU FIND
A BETTER OFFER
THAN THIS?

1. Government and Municipal Securities for the ultimate payment of principal, at least at par.
2. Possibility of Premiums, the smallest offering ample interest on your outlay, the largest constituting a fortune.
3. Payable at the rate you wish to invest, by easy instalments.

PREMIUM BONDS

Give you these opportunities.

WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable in 10 years, issued by the various Governments and Municipalities of Europe. They are redeemable at periodic drawings, either with Cash Premiums varying from 5% to 100%, or at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these bonds singly or in combinations of the most advantageous kind, payable by convenient monthly instalments ranging from £1 to £20.

We are the largest Dealers in the world writing for Handbills, and put from
MELVILLE, OLIV & Co., Bankers,
1, Rue de la Bourse, Paris (France).

FOR THE HOT SEASON!!!
If you like a cold drink go and get an

ICE
BOX

A NEW LOT
HAS JUST ARRIVED.

ALL SIZES TO BE HAD AT

REASONABLE PRICES

F. BLACKHEAD & CO.

SCOTTISH TOPICS.

(From Our Own Correspondent.)
EDINBURGH, July 11.

GREATER DUNFERMLINE.

A Bill with a very commonplace title—the leading word is “drainage”—has just passed both Houses of Parliament, and in a few days will receive the Royal Assent and become an Act. It is a measure of more than usual importance, however, it brings the whole of the new Naval Base of Rosyth within the boundaries of the Royal Burgh of Dunfermline, and makes provision for the planning of a dockyard town on the shores of the Firth of Forth.

There are few districts in Scotland which appeal more strongly to the imagination than this of Rosyth-Dunfermline. Every acre, every yard of the ground has its own story and association. Margaret, of the Saxon Royal House, the best loved of Scottish Queens, who was driven out of England by the Norman invasion and became the wife of our Celtic Malcolm, often stayed in Dunfermline. It was in the bay opposite the new docks that she landed in her flight, it has ever since been blessedly associated with her name as St. Margaret's Hope; and she often passed over the narrow ford to the east, between the little peninsula now over-shadowed by the Forth Bridge, still called Queen's Ferry. Time out of mind the sheltered bay has been a haven for mariners: from the Thames to Cremona there is no safer anchorage; and in the immediate future, as an eminent statesman has put it, St. Margaret's Hope will be the Spithead as Rosyth will be the Portsmouth of the Naval Base.

In the old ballad of “Sir Patrick Spence” there are the lines—

“The King sits in Du'fermline town
Drinking the bluid red wine;
Oh, where will I get a skeely skipper
To sail this new ship of mine?”

When our Sailor King or his successors again ask this question, they will find the answer ready: not only the skippers but the ships will be at the door, on the shores of the Greater Dunfermline.

The shifting of the sea-power on the Continent demanded a harbour on the north-east coast looking out upon the German ocean. There were reasons why Leith, Dundee, and Aberdeen should not be chosen. But

“Half over, half over to Aberdeen
“His fifty fathoms deep,”
and thus it comes about that the ancient seat of the Scottish Kings, the shrine of Margaret, Saint and Queen, is destined to revive its ancient glories, and become a great place of arms for the Empire.

The existing burgh of Dunfermline includes an area of some 2,000 acres. The new territory exceeds 4,600 acres, giving a total land area of 7,000 acres. The distance between the present land boundary of Dunfermline and the coast is about three miles, and Parliament has thus given an extension over unbuild on land altogether unparalleled. The population of the town is 28,000, and it is estimated that the inhabitants of the Rosyth portion will number at least 30,000. South Queensferry, and all the road between it and Edinburgh, will also be filled up with population, and further town planning schemes are already in the air. In a short time the famous Queensferry Road leading out of the Capital will be unrecognisable. What Scot does not know it? If he has not driven it behind horses, he has travelled in the Queensferry Diligence with the dear old Laird of Monkhams in the pages of “The Antiquary.” And refreshed himself at the Haver Inn with David Balfour of “Kidnapped.”

HOME RULE FOR SCOTLAND.

In connection with their preparations for dealing with the Irish Home Rule question, the Glasgow Herald states that the Government are considering the problem of devolution as regards Scotland and Wales. Inquiries are being presented into the matters of administrative detail which would be delegated to the National Assemblies of these countries. The question is simpler for Scotland than for Wales, as the administration of the latter is at present closely interwoven with that of England. But the subject of devolution is

being closely studied, and the way for the change prepared. There is no doubt that the present intention of the Government is to proceed, if possible, much further in the direction of Scottish and Welsh devolution next year than is commonly supposed. But, “It's a far cry to Lochawe.”

The Young Scots, who have lately been compared to the Three Tailors of Tooley Street by one of our leading Scottish Radicals, are also in labour with a Scottish Home Rule Bill.

SWEDISH ROYALTY IN SCOTLAND.

The Crown Prince and Princess of Sweden are in Scotland, and paid a visit to the National Exhibition. Glasgow Corporation entertained them to luncheon, and in the speeches appropriate reference was made to the old and close relations between Scotland and Sweden, especially to the many thousands of Scots soldiers, the “Dugald Dalgetys,” who fought in the wars of Gustavus Adolphus. In our times, happily, the enterprising young Scot no longer adopts a military career in foreign service; he finds a more pacific field in the development of the British Dominions Beyond the Seas. The health of the Royal visitors was drunk in what was conceived to be Highland and Swedish honours. The result of a recent discussion in the press concerning “Highland honours” is to the effect that literally they have not a leg to stand upon; but the ceremony remains popular with men who have dined. The Glasgow people seem to consider that Swedish honours have some connection with Swedish punch, a seductive fluid, by the way, which can be obtained in Finnish country hotel, on Sundays, when the sale of brandy and whisky is forbidden. Apparently it is to be regarded as a relative, though a very potent one, of that curious family of equivocal beverages known as “British wine.”

MISCELLANEA.

A successful experiment in telephoning was made between Paris and Edinburgh. The Royal visit to Linnithgow has been abandoned.

Nearly £10,000 is already subscribed to the fund to erect a National Memorial to King Edward at Holyrood Palace.

Replying to a question in the House of Commons regarding the Edinburgh “Pearl Necklace Case,” the Solicitor-General for Scotland indicated that the sentence of three years' penal servitude passed on Lieutenant and Mrs. Cameron had not yet been reviewed by the Secretary for Scotland, and that any representation in regard to it would receive the usual consideration.

OUTRAYS.

At Sydney, Sir Charles Edward Gordon, Bart. of Easton, son of Sir John Gordon, baronet, Calcutta.

James Glencairn Thomson, pattern designer, Glasgow, the last of the grandsons of the poet Burns.

THE BETTER OF THE TRADE.

Green MacQuinn, once chief of the Choctaws, had a very high opinion of the business astuteness of white men. “No Indian can get the better of a paleface,” Chief McQuinn said to a Gullipe reporter during the recent Oklahoma investigation. “And when two palefaces bargain together, how it is like cutting diamonds with diamonds. Two Oklahoma palefaces once humped in my camp. They spent the evening with me and over the fire and the firewater they began to barter and trade and to make deals and dickers. Finally Bill said:

“Sam, let's trade horses—my bay for your roan.”

“It's a go, Sam agreed. ‘The trade's a go. Shake on it, partner.’

They shook hands. Then Bill said with a loud laugh:

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 3rd, 1911.
At 100 cents per Dollar Mexican

Butcher Meat.

Beef Sirloin & Prime Cut—Mei Lung Pa	lb	20
Cornd—Ham Ngau Yuk	...	22
Roast—Shiu	...	23
Breast—Nagu Lam	...	15
Soup—Tong Yuk	...	20
Steak—Ngau Yuk Pa	...	22
Sirloin Coton—Ngau Lau	...	30
Sausages—Ngau Chung	...	26
Bullock's Brains—Know	per set	50
Tongue fresh—Ngau Li	each	50
Cornd—Ham Ngau Li	...	60
Head—Ngau Lau	...	82
Heart—Ngau Sun	lb	12
Hump, Salt—Ngau Kin	...	18
Feet—Ngau Kark	each	8
Kidneys—Ngau Yiu	...	9
Tail—Ngau Mei	...	18
Liver—Ngau Kon	lb	12
Tripe (undressed)—Ngau To	...	6
Calve Head & Feet—Ngau-chai-kau-kark	set	51
Mutton Chop—Young Poi Kwat	lb	22
Leg—Yeung Poi	...	22
Shoulder—Yeung Shau	...	20
Pigs Chittlings—Chu Chong	...	22
Brains—Chu Know	per set	24
Feet—Chu Kark	...	12
Fry—Chu Chak	...	25
Head—Chu Tau	...	15
Heart—Chu Sum	each	13
Kidneys—Chu Yiu	...	9
Liver—Chu Cui	lb	30
Pork Chop—Chu Fai Kwat	...	20
Cornd—Ham Chu Yuk	...	24
Leg—Chu Poi	...	24
Pat or Lard—Chu Yau	...	15
Sheep's Head and Feet—Yeung Tau Kark	set	60
Heart—Yeung Sum	each	9
Kidneys—Yeung Yiu	...	15
Liver—Yeung Chui	...	24
Sucking Pigs, To Order—Chu Chai	...	22
Suet, Beef—Sang Ngau Yau	...	22
Mutton—Sang Yeung Yau	...	22
Veal—Ngau Chai Yuk	...	20
Sausages—Ngau Chai Chung	...	20

Poultry.

Chicken—Kai Chai	lb	32
Capon, Large, Small—Sin Kai	...	33
Ducks—Ap	...	22
Doves—Pan Kai	each	—
Eggs, Hen—Kai Tan	per doz	24
Fowls, Canton—Kai	lb	36
Hainan—Hoi Nam Kai	...	33
Geese—Ngai	...	22
Geese, Wild Shai—Shang-hoi Yau Ngai	pair	—
Musk Deer—Wong Keng	each	—
Hare, Shanghai—Tu Chai	...	—
Partridge—Che Khoo	...	—
Phasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kap	each	30
Hollow—Hoi Hoi Pak Kap	...	23
Quail—Tin Chun	...	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Choy	each	—
Turkeys, Cock—Phor Kai Kwat	...	80
Hen	...	45
Wild Ducks, Shai—Shang-hoi Sui Ap	pair	—
Leal—Sui Ap Chai	...	—
Wild Ducks Canton—Sang-Shing Sui Ap	...	—

Fish.

Barbel—Ka Yu	lb	10
Bream—Bin Yu	...	16
Canton Fresh Water Fish—Hoi Sin Yu	...	16
Carp—Li Yu	...	22
Catfish—Chik Yu	...	20
Codfish—Mun Yu	...	17
Crook—Hoi	...	20
Cuttle Fish—Muk Yu	...	15
Deb—Sa Mang Yu	...	18
Duck—Wong Mei Lun	...	12
Dog Fish—Tit Yu Sa	...	9
Eels, Congor—Hoi Mann	...	17
Fresh water—Tam Siu Yu	...	16
Eels, Yellow—Wong Sin	...	32
Frogs—Tien Kai	...	28
Gardoupe—Sek Pan	...	60
Gudgong—Pak Kap Yu	...	13
Herrings—Tao Pak	...	28
Halibut—Cheung Kwan Kip	...	38
Lahrua—Wong Fa Yu	...	20
Loach—Wu Yu	...	32
Lobsters—Tung Ha	...	40
Mackarel—Chi Yu	...	28
Monk Fish—Mong Yu	...	32
Mullet—Chai Yu	...	32
Oysters—Sang Hoo	...	20
Parrotfish—Kai Kung Yu	...	18
Perch—Tao Loo	...	16
Pike—Pa Paw Poong	...	10
Plaice—Pan Yu	...	18
Pomfret, Black—Hak Chong	...	24
Pomfret, White—Pak Chong	...	24
Pawns—Ming Ha	...	48
Ray—Pai Pa Yu	...	10
Rock Fish—Sak Ka Kung	...	18
Rock Fish—Chin Yu	...	16

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The most refreshing Perfume for the hot season—

SWEET LAVENDER!

Watson's Specialities:—

Ye Old English Lavender Water

A DELIGHTFUL PERFUME.

Lavender Talcum Powder

PURE, REFRESHING, LUXURIOUS. FOR TOILET AND NURSERY.

Ye Old Mitcham Lavender Soap

SUPERFINE QUALITY. AN IDEAL SOAP FOR SENSITIVE SKINS.

A. S. Watson & Co., Ltd.,

CHEMISTS BY APPOINTMENT TO H.E. THE GOVERNOR.

NEW

**RECORDS
and
MACHINES**

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EVERY MAIL

**MOST UP TO-DATE
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**300 Machines
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12,000 Records**

TO SELECT FROM.

S. MOUTRIE & CO., LTD.,

SOLE DISTRIBUTORS.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED.

**CHILDREN'S
DEPARTMENT.**

THE NEW

'BONNIE'

Straw Hats

FOR

Boys and Girls.

\$1.50, \$2.50, \$3.50.

A VERY PRETTY DESIGN.

Wm. Powell, Ltd.

VICTORIA THEATRE.

DES VŒUX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND
9.15 P.M. to 11.15 P.M.

**THE FINEST AND COOLEST
HALL in the COLONY.**

RETURN VISIT
of the celebrated

DONNELLY TROUPE
UNPARALLELED SUCCESS.

Look out for the Great Artists
LYNDON DAVIES
COMING SOON.

after careful consideration and trial as an indication of the approximate speed beyond which under normal conditions it is unsafe to drive within the area mentioned. It is further stated that the Police on duty now have instructions to pay special attention to the speed of cars and to the conditions under which they are driven. No action will be taken without due notice being given, but, in any case of repeated or wilful disregard of the warning conveyed in the memorandum, a summons against the registered owner or driver of the car in question will be applied for.

Everybody will agree that nothing could be more moderate than the attitude of the Shanghai authorities in dealing with an evil which has called for stern legislation at Home but which is only just becoming acute in the Settlements of the Far East. As is known, Hongkong, which in reality is no place for motors at all, has tackled the problem, not by making a gentle "request" as Shanghai has done, but by adopting a speed limit which varies in different districts of the Colony. But, as we have pointed out before, such a method is little short of ridiculous when the police are not equipped with the apparatus for checking the speed of these vehicles. Since the speed limits were imposed there has not been a single prosecution here, though in certain thoroughfares the authorities have cut the rate of progress down to less than a half of the fifteen miles an hour allowed in Shanghai's busy centres. Are we to suppose that in these particular areas a speed of seven miles an hour is never exceeded? We very much doubt it.

"CHINA MAIL" TYPHOON MAP.

Now that warnings of typhoons are received in the Colony almost daily the value of the China Mail typhoon map is becoming increasingly felt and the demand for copies grows in proportion. The map enables the warnings to be intelligently followed so that it is comparatively easy to judge the likelihood or otherwise of notified disturbances affecting the Colony.

In order to add yet further to the value of the map, we have introduced a new feature which we are sure will be widely appreciated. In addition to having the coastal lines outlined in blue, we have had delineated in red the tracks of the worst typhoons which have been experienced in Hongkong during the past 20 years. These tracks show the point at which the disturbances were first noted and give the dates as well as the daily progress of the typhoons. Not only is this feature of great value as a record of the big disturbances but it enables fresh movements to be compared with the tracks of past typhoons.

The map is of handy size, mounted on stiff cardboard, and is neatly taped for hanging. The price remains at 20 cents per copy.

NEWS OF THE DAY.

A contract has been signed for building a new suburban railway in New York, the cost being estimated at \$240,000,000.

The Parliamentary Commission of the Panama Canal has definitely approved of the plans for the construction of docks at the Atlantic entrance to the canal, namely at Cristobal Point, near Colon. Five docks are to be built, capable of accommodating ten of the largest-sized vessels.

The P. and O. s.s. Nubia and the Blue Funnel liner Achilles took away between them from Port Swettenham some 3,630 cases of rubber for Colombo and European ports. Besides this some 970 packages of other local produce also formed part of their cargo, making altogether about 4,600 packages.

Diminution in the use of opium, says the Government report on Wei-hai-wei just issued, seems to be leading to excessive use of alcohol. On this the witty writer of the "By the Way" column in the Globe remarks:—What did they think it would lead to? A boom in sealing-wax or a slump in hat-guards?

Messrs John Crowley and Sons, the English textile manufacturers, have purchased twenty acres of land at Easton, Pennsylvania, for the erection of extensive plant for the manufacture of carpets and rugs. The American tariff protecting American labour compels the erection of a factory, as it prohibits the importation of English manufactures.

TIME SAVED.

If you are a working man you will appreciate the promptness with which Chamberlain's Colic, Cholera and Diarrhoea Remedy acts. A severe attack of diarrhoea or cramp colic is usually cured by one or two doses and no loss of time will be incurred, whereas several days would be required to overcome the effect of such an attack under the ordinary method of treatment. For sale by all Chemists and Storekeepers.

MESSRS JARDINE, MATHESON AND CO.

Mr Henry Keswick to Remain at Home.

We are informed by Messrs Jardine, Matheson and Co., that the Hon. Mr Henry Keswick, formerly in charge of the firm in Hongkong and who was one of Hongkong's official representatives at the coronation in London, is not returning to China. It is probable that he will at no distant date succeed his father, Mr William Keswick, M.P., in the management of the firm's London business.

It will be remembered that Mr Keswick not long ago succeeded Mr W. J. Gresson in charge of the Hongkong office. During his stay in the Colony he was a most popular member of the community and both in business, sporting and social circles won a wide friendship. The severance of his ties with the Colony will be greatly regretted.

As senior member of the firm now in the Far East, Mr C. H. Ross assumes charge of the company's business and interests in Hongkong.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth, is 4s. 8d.

Two more cases of plague occurred to-day (one fatal). The year's total is now 245.

The P. and O. s.s. Mongolia, which left London on 1st July, took 27,630 in silver for Shanghai.

A sum of \$8,504.25 was realized by the letting of sites for the erection of booths and stands at Happy Valley during the last Race Meeting.

In his annual report the Director of Public Works says the average number of masons employed daily on the Law Courts site last year was 57. Who'd have thought it?

The Japanese community having approached the Government on the subject of allotting them a piece of ground for the erection of a crematorium, arrangements were made, with the sanction of the Secretary of State, for placing at their disposal a small area of land in the Sookunpoo Valley. An approach road to connect it with Caroline Hill Road will be constructed by the Government.

Admiral Togo, at a banquet given in his honour by the Mayor of Newcastle, said that the Japanese Navy owe much to the Elswick Shipyard. If Japan had not been helped by Newcastle and her younger generation had not been taught how war vessels are built and how guns and rifles are manufactured in the Elswick Shipyard, the story of Japan's naval expansion would have been very different from what it is to-day.

It is being said in Canton that all the fuse which has been created about the rising that may be expected in Canton in the near future is being fomented by the owners of house property in Hongkong and Macao. Some time back house rents showed a tendency to drop, and the owners of property are said to have thought that if they could manufacture a "scare," then rich Cantonese would rush off to Hongkong and Macao and thereby house property would immediately increase in value.

The consecration of the Rev. Mark N. Trollope, Bishop-Designate of Korea, was to take place on July 25th in St. Paul's Cathedral. After a fortnight's holiday in the Tyrol, Bishop Trollope intends leaving Vienna about the middle of September, and then goes straight on to Moscow, and so by the trans-Siberian Railway, arriving (like Bishop Corfe in 1890) in his future diocese at Manchuria. "Meanwhile," he writes in the Morning Call, "I am cheered by very hearty letters of greeting and congratulation both from the clergy and other workers, and also from the native Christians in Korea."

In his annual report the Director of Public Works says the sum provided under the heading of Town clock (\$200) merely pays for the services rendered by a local firm of jewellers in winding and regulating the clock. From 1905 until now, such operations have been defrayed out of the vote "Miscellaneous Services," but, as that vote has now been abolished, an item making separate provision for the maintenance of the clock, as was the case prior to 1905, has been restored to the estimates. Considerable repairs to the clock were carried out during the year, the cost of them being defrayed from the vote "Miscellaneous Works."

Straits papers state that Mr Jack Jennings, Editor of the Times of Malaya, has been served with a summons following the publication in the Times of Malaya of July 14th of an article from the Calcutta paper Capital under the heading "Proud-lock Case. Strong comments by Capital." The article contains an attack on the Judge, Mr Justice Sorembro Smith, and it is alleged that the article constitutes a Defamation of the Court, punishable under the Penal Code. In this connection, the Times of Malaya of July 22nd published in place of the leading article a signed statement by the Directors disavowing previous knowledge of the article and expressing their regret and disapproval that "such an abominable and scurrilous article should have found its way into the columns of the paper."

A DANGEROUS DISEASE.

DYSENTERY is a dangerous disease but can be cured. Chamberlain's Colic, Cholera and Diarrhoea Remedy has been successfully used in nine epidemics of dysentery. For sale by all Chemists and Storekeepers.

MIDDLETON BYE-ELECTION.

LIBERALS RETAIN SEAT.

Reuter's Service to the China Mail.

London, August 3.

The Middleton bye-election, necessitated by the appointment of Sir W. Adkins as Recorder of Nottingham, has resulted in his re-election. The polling was:—Sir W. Adkins (L.)..... 6,863 Mr W. A. S. Hewins (C.)..... 6,132

Liberal maj. 411

[Note.—At the December General Election the contestants for the seat were the same as now. The Liberal majority was 737, the figures being:—Adkins, 7,071; Hewins, 6,334. Mr Hewins is Secretary of the Tariff Commission.—Ed. C. M.]

THE LORDS CON- TROVERSY.

DECISION NEXT WEEK.

Reuter's Service to the China Mail.

London, August 2.

Lord Morley's letter to Liberal Lords says the decision of the Lords will probably be taken on August 9th, and he points out that the peculiar circumstances of the situation are due to the hostile action of a small minority aiming at the rejection of the Bill, notwithstanding the dislocation of Parliamentary business and other undesired consequences that would inevitably follow.

A VOTE OF CENSURE.

Reuter's Service to the China Mail.

London, August 3.

In the House of Commons last night Mr Balfour, amid cheers and Ministerial laughter, gave notice that he would move a vote of censure on the Government on Monday.

The terms of the motion, he said, were:—"That the Government advice to His Majesty, whereby it has obtained a pledge that sufficient Peers shall be created to pass the Parliament Bill in its original form, is a gross violation of Constitutional liberty—(cheers)—whereby, among other ill-consequences, the people are precluded from again pronouncing upon the question of Home Rule."

Mr Balfour will also ask the Premier when the pledges were given by the Crown.

OBJECT OF THE VOTE.

Mr Balfour's motion is regarded in the Lobby as a demonstration in force aiming at the reconciliation of Unionists by tending to satisfy the combative policy of the "No Surrenderites" and thus compensate them for allowing the Lords to pass the Veto Bill.

GOVERNMENT SELF- CONFIDENT.

The Liberal papers to-day are confident that no new Peers will be created, as the Government is sure of being able to out-vote the Halsburyites unaided.

LANDSDOWNE TO CENSURE.

LATER.

Lord Lansdowne, on behalf of Lord Curzon, has given notice that he will move on Tuesday in the House of Lords a vote of censure on the Government in the same terms as Mr. Balfour's motion.

THE ALBANIAN UNREST.

AGREEMENT IN SIGHT.

Reuter's Service to the China Mail.

London, August 2.

Turkey has practically reached an agreement with the Malissori in Albania, and the Montenegrins are now inducing the refugees to return to their homes.

ENGLISH AVIATOR KILLED.

PASSENGER'S LUCKY ESCAPE.

Reuter's Service to the China Mail.

London, Aug. 2.

A young English aviator, named Gerald Napier, in a trial flight at Brooklands last evening was thrown out of his machine and killed. A passenger escaped with a shock.

LONDON DOCK STRIKE.

SITUATION EXTREMELY GRAVE.

Reuter's Service to the China Mail.

London, Aug. 2.

The situation at the London docks is described as extremely grave. Over 12,000 men have now struck work. They demand 8d. per hour and 1/- per hour over-time.

CANADIAN CRUISER ASHORE.

SPLendid BEHAVIOUR OF BOY RECRUITS.

Reuter's Service to the China Mail.

London, Aug. 3.

The Canadian cruiser Niobe has been ashore on the coast of Nova Scotia since Sunday. She is settling down at the stern.

One hundred and ninety boy recruits have been disembarked and sent to Halifax. They behaved splendidly when the cruiser struck.

[Note.—The Niobe was purchased from the British Government last year to act as a training ship. She is manned by a crew composed of naval cadets and Boy Scouts who volunteered for a term of service in Canada, with about 90 active Service ratings as instructors. The Niobe was launched in 1897 and completed in 1899. She has a tonnage of 11,000 and is designed for a speed of 20.25 knots.—Ed. C. M.]

LONDON WHARF FIRE.

FIREMEN OVERCOME.

Reuter's Service to the China Mail.

London, Aug. 2.

At a fire which broke out at the Union Cold Storage Wharf, London, firemen were overcome by the fumes of ammoniac, and the burning eggs and provisions. Twelve were rendered unconscious including the Superintendent, who was seriously frozen as the result of refrigeration.

AMERICA'S FREE LIST.

Reuter's Service to the China Mail.

London, August 2.

A message from Washington states that the Senate has adopted a Bill which provides for putting on the free list all articles necessary for agriculture.

OBITUARY.

DEAN GREGORY.

Reuter's Service to the China Mail.

London, Aug. 2.

The death has occurred of Dean Gregory.

[Note.—The Very Rev. Robert Gregory, D.D., has been Dean of St. Paul's Cathedral since 1881. He was born at Nottingham on February 9, 1819, and was therefore 92 years of age. Educated at private schools and Corpus Christi College, Oxford (where he received the Demy Essay Prize in 1849), he was made curate at Biele in 1846 and later held curacies at Weymouth and at Lambeth. He was incumbent of St. Mary the Less, Lambeth, from 1853 to 1873 and Canon of St. Pauls from 1868 to 1891. He was a noted preacher and lecturer and also won some note as a writer.—Ed. C. M.]

BISHOP OF OXFORD.

LATER.

The death has occurred of the Bishop of Oxford.

[Note.—The Right Rev. Francis Paget, D.D., has been Bishop of Oxford since 1901. He was 60 years of age. In 1883 he married Miss Helen Beatrice Church, daughter of the Very Rev. R. W. Church, deceased prelate's career is given in *Who's Who* as follows:—*Educ.*: St. Marylebone and All Souls Grammar School; Shrewsbury School; Christ Church, Oxford; Harford Scholarship, 1871; Chancellors' Prize for Latin Verse, 1871; First Class Moderations, 1871; First Class (Lat. Hum.), 1873; Senior student Christ Church, Oxford, 1873; tutor, 1876; Oxford preacher at Whitehall, 1882-83; examining chaplain to Bishop of Ely; Vicar of Bromsgrove, 1883-86; Regius Professor of Pastoral Theology and Canon of Christ Church, 1886; Chaplain to Bishop of Oxford, 1892; Dean of Christ Church, Oxford, 1892-1901. Member of the Royal Commission on Ecclesiastical Discipline, 1904-6. Publications: *Concerning Spiritual Gifts*; *The Redemption of Work*; *Faculties and Difficulties for Belief and Doubt*; *The Hallowing of Work*; *Essay in Lux Mundi*—on Sacraments; *The Spirit of Discipline*; *Studies in the Christian Character*; *Introduction to the Book of Hooker's Ecclesiastical Policy*; *The Redemption of War*; *Christ the Way*; *A Pastoral Charge*. He deceased took part in the Coronation ceremony on June 22nd, being one of the two Queen's Bishops.—Ed. C. M.]

THE TOKYO FLOODS.

ROYAL GENEROSITY.

Reuter's Service to the China Mail.

Tokyo, August 3.

Their Majesties the Emperor and Empress have given a sum of 60,000 Yen towards the relief of the sufferers by the recent floods in the Tokyo district.

CANAL IN JAPAN.

TO CONNECT TOKYO AND YOKOHAMA.

Reuter's Service to the China Mail.

Tokyo, August 3.

The application which has been made for the construction of a canal to connect Tokyo and Yokohama has been sanctioned by the authorities.

A BLOODLESS REVOLUTION.

PRESIDENT OF HAYTI FLEES.

Reuter's Service to the China Mail.

London, August 2.

A bloodless revolution at Hayti has ended in President Simon departing on board a foreign vessel. [Note.—A telegram to the Tokyo Asahi from New York on July 22nd stated:—The Revolutionary party in Hayti, having defeated the Government forces, has established a new Government. The President has fled to a French steamer. Though the whole country is not yet subdued by the Revolutionary forces, it is expected that such may be the case shortly. The Revolutionists are committing many acts of violence and plundering, mostly under the influence of drink. The country being contiguous to Cuba, the United States has dispatched two warships. Another cruiser also will be sent at once to the island.—Ed. C. M.]

ENGLISH CRICKET.

COUNTY CHAMPIONSHIP RESULTS.

Reuter's Service to the China Mail.

London, Aug. 2.

The County Championship Cricket matches commenced on July 31st have resulted as follows:—

Worcestershire v. Essex (at Stourbridge)—win for Essex by an innings and 228 runs.

Yorkshire v. Nottingham (at Hull)—win for Yorkshire by 225 runs.

Surrey v. Lancashire (at the Oval)—drawn.

Hampshire v. Warwickshire (at Southampton)—drawn.

AN AGADIR INCIDENT.

ENGLISHMEN EXPELLED.

Reuter's Service to the China Mail.

London, Aug. 2.

The Moroccan authorities have expelled from Agadir the *Daily Express* correspondent, Mr Ostler, and another Englishman.

The *Express* correspondent at Tangier states that Commander Berlin (?) offered to intercede on Mr Ostler's behalf, but the latter declined the offer.

COMMISSIONER'S APPOINTMENT.

(Wah Tai Yat Po's Service.)

PEKING, August 2.

H. E. Ko Erh Kin, the former Macao Boundary Commissioner, has been appointed Provincial Treasurer of Yunnan.

CHINA AT CORONATION.

LONDON MINISTER QUESTIONED.

(Wah Tai Yat Po's Service.)

PEKING, August 2.

The Cabinet has wired to the Chinese Minister in London ordering him, in strong terms, to report on the nature of the reception accorded to the Chinese special envoy and also on the Princes of other nations.

20 YEARS OLD BRANDY,

as supplied by us will be found to be the best Brandy to take in this climate. For all purposes, whether as a beverage or medicinally, this Brandy will be found to be the best.

In cases of sickness 20 Years Old Brandy with milk will be found to have a wonderfully revivifying effect, and as a beverage, if mixed with CLIFFORD WILKINSON'S TANSAN, it will be found most refreshing.

Guaranteed 20 Years Old.

H. Price & Co., Ltd.

12, Queen's Road Central, Hongkong.

LEGISLATIVE COUNCIL.

His Excellency Sir Frederick Lugard presided at the meeting of the Legislative Council held this afternoon. There were also present:—

H. E. Major General ANDERSON, Commanding the Troops in South China.

Hon. Mr. W. D. BARNES, Colonial Secretary.

Hon. Mr. C. G. ALABASTER, Acting Attorney-General.

Hon. Mr. A. M. THOMSON, Colonial Treasurer.

Hon. Mr. W. CRATHAM, C.M.G., Director of Public Works.

Hon. Mr. A. W. BRWIN, C.M.G., Registrar General.

Hon. Capt. F. W. LYONS, Acting Capt. Supt. of Police.

Hon. Dr. Ho Kai C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. Wai YUK, C.M.G.

Hon. Mr. E. A. HAWKES.

Hon. Mr. C. H. ROSS.

Hon. Mr. MONTAGUE EHR.

Mr. C. CLEMENTI, (Clerk of Council).

WIDOWS' AND ORPHANS' PENSION FUND.

Hon. Attorney General moved the first reading of a Bill entitled An Ordinance to yet further amend the Widows' and Orphans' Pension Ordinance, 1908.

Hon. Colonial Secretary seconded, and the Bill was read a first time.

This Bill is introduced in consequence of the decision of the Secretary of State that contribution to the Widows' and Orphans' Pension Scheme should not be compulsory in the case of the Auditor and Assistant Auditors.

Hon. Colonial Secretary seconded, and the Bill was read a first time.

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LETTING THE OLD POST OFFICE.

Pointed Questions by Mr Pollock.

At the meeting of the Legislative Council this afternoon, Hon. H. E. Pollock asked the following questions:—

1. Is it the fact that the Government has let the premises formerly occupied by the Post Office at a rent of \$400 per month, or at some other and, if so, what rent?

2. For what period are such premises let and has the lessee any and what option as to renewal?

3. For what purpose did the lessee take the said premises and what rent is he likely to receive for sub-letting the same?

4. Does the Government consider the rent which the lessee has agreed to pay an adequate rent, and, if so, for what reason? Did the Government, before agreeing to accept such rent, make any calculations as to how many shops the ground floor of the said premises could reasonably be sub-divided into, or make any enquiries as to the rents paid by shops in the neighbourhood? If not, why not? Did the Government make any enquiries as to what rents the first floor was likely to bring in, if sub-divided into rooms for offices? If not, why not?

5. Why was not the leasing of the said premises put up to Public Auction with a Reserve? Is it not usual for Government dealings with land to be put to Public Auction with a Reserve? Are there not some instructions from the Secretary of State for the Colonies on the subject?

1. The premises have been let for a rental of \$400 per month, as stated.

2. Up to the 30th June, 1911. If the Government consent, the tenant may remain in occupation as a monthly tenant after the date mentioned.

3. In his tender, he stated that the ground floor was to be used as shops or offices and the first floor as offices or shops. It is not known at present what rental he is likely to receive by sub-letting the premises.

4. (i) Looking to the fact that tenders were invited during 5 weeks in consecutive copies of the *Gazette*, that attention was called to the matter in the news columns of two of the daily papers and that the accepted tender was by far the highest of those received, it would appear that it was as good as Government was likely to obtain, and its acceptance more profitable than allowing the site and buildings to remain untenanted indefinitely at Government expense, and the hope that a slightly higher offer might eventually be made. Taking into consideration that the tenant, in addition to his monthly rental (which represents a sum of \$23,000 per acre) has to pay rates assessed on the rentals he receives, and also to insure the buildings, and that the capital outlay to convert the buildings into shops, etc., will be very considerable, and the alterations will take some time to effect, it is obvious that if he makes any profit out of the speculation he must receive very high rentals indeed for the very short period which will intervene between the completion of the alterations and the termination of the lease. The value of the alterations effected will accrue to Government, and the speculation if successful should considerably increase the value of the site of the property if disposed of by Government at the end of the two years' lease.

(ii) The Government made no such enquiries. The rents paid by shops in the neighbourhood would have formed no guide in such a case as extensive alterations will have to be made and no rental whatever will be recovered by the tenant during such period as the alterations may be in progress.

5. The usual course in such cases was followed, namely, that of inviting tenders. There are no instructions from the Secretary of State requiring cases such as that in question to be put up to public auction. The Governor has full power to deal with such matters as His Excellency may think fit.

Hon. Mr. H. E. Pollock said:—Sir, arising out of the answers to these questions, I should like to ask how many tenders were sent in?

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BANKRUPTCY COURT.

The Chief Justice, Sir Francis Pigott, presided over the Bankruptcy Court at the Supreme Court this morning.

AFTER ELEVEN YEARS.

Chan Man Mi made an application for discharge.

Mr. Reader Harris appeared for bankrupt.

Mr. Harris said that he thought the Official Receiver had no objection as the order would have to be suspended. There would be about 10 per cent. assets.

Mr. Fletcher, Deputy Official Receiver, said that debtor filed his own petition in 1902 and he was adjudged bankrupt. At his public examination he explained that he had an Australian business but owing to his inability as a Chinaman to go himself to Australia to wind up the estate. It had now been wound up and 10 per cent. paid.

His Lordship:—What has happened?

Mr. Fletcher:—He has come forward now to ask for his discharge.

His Lordship:—I cannot suspend a discharge like that.

Mr. Fletcher:—It is purely formal because 50 per cent. of the debts has not been paid. The order was adjudged for a week.

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Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To Sail	REMARKS
LONDON, via USUAL PORTS	DELHI	10th Aug.	Freight and Passengers.
SHANGHAI, MOJI, KOBE	SARDINIA	10th Aug.	Freight and Passengers.
LONDON & ANTWERP	SYRIA	10th Aug.	Freight and Passengers.
SHANGHAI, MOJI, KOBE, SUNDAY	DELHI	10th Aug.	Freight and Passengers.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

R.M.S. "MONTAGLE" calls at MOJI instead of Nagasaki.

The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec:
"EMPEROR OF CHINA" SATURDAY, 12th Aug.	"EMPEROR OF BRITAIN" FRIDAY, 6th Sept.
"EMPEROR OF INDIA" SATURDAY, 2nd Sept.	ALLAN LINE FRIDAY, 29th Sept.
"MONTAGLE" TUESDAY, 12th Sept.	"EMPEROR OF IRELAND" FRIDAY, 20th Oct.
"EMPEROR OF JAPAN" SATURDAY, 23rd Sept.	ALLAN LINE FRIDAY, 10th Nov.
"EMPEROR OF CHINA" SATURDAY, 14th Oct.	"EMPEROR OF BRITAIN" FRIDAY, 1st Dec.
"EMPEROR OF INDIA" SATURDAY, 4th Nov.	

"Emperor" Steamships leave Hongkong at 6 p.m. and "Montague" at 12 noon. All steamers of the Company's Pacific Coast and Atlantic routes are equipped with the latest wireless apparatus.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperors of Britain" and "Emperors of Ireland" are magnificent vessels of 14,500 tons, speed 24 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including meals and berth in sleeping car while crossing the American Continent by the Canadian Pacific direct line) \$27.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Traffic Agent, Corner Fender Street and Piers (Opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To Sail
STRAITLYN	4400	J. R. Shaw	1st August, at Noon.

Through Bills of Lading issued for Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION)

TRANSPACIFIC SERVICE

Connecting at Tacoma with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama	TACOMA MARU	6178	Wednesday, 9th Aug., at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama	SEATTLE MARU	6182	Wednesday, 6th Sept., at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated in the lower part of the ship. A limited number of Cabin passengers carried at low rates. Deck adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAMBUK via SWATOW & AMOY	DAIJIN MARU	SUNDAY, 6th July, at 10 a.m.
AMOY via SWATOW & SOSHU	MARU	WEDNESDAY, 4th Aug., at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

B. HIROI, Manager.

Shipping

U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the PACIFIC, via Honolulu Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG			(SUBJECT TO ALTERATION)	
STEAMERS.			SAILING DATES.	
■ KOREA	18,000 Tons	.....	FRIDAY,	11th Aug., at 1 p.m.
■ SIBERIA	18,000	.....	SATURDAY,	26th Aug., at 1 p.m.
■ MANCHURIA	17,000	.....	FRIDAY,	8th Sept., at 1 p.m.
■ MONGOLIA	17,000	.....	SATURDAY,	30th Sept., at 1 p.m.
■ KOREA	18,000	.....	SATURDAY,	26th Oct., at 1 p.m.
■ SIBERIA	18,000	.....	FRIDAY,	10th Nov., at 1 p.m.
■ MANCHURIA	17,000	.....	SATURDAY,	25th Nov., at 1 p.m.
■ MONGOLIA	17,000	.....	SATURDAY,	16th Dec., at 1 p.m.

All Steamers are equipped with Wireless Telegraphy.

The s.s. KOREA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on FRIDAY, the 11th August, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £130 24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Service located in Asia, to European Officials in the Service of the Governments of China and Japan, to United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call, to United States and Canadian Consuls and Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE

Persia 9,000 Tons, FRIDAY, 4th Aug., at 11 a.m.

China 10,200 " FRIDAY, 1st Sept., at 1 p.m.

The s.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, August 4th, at 11 a.m.

On the Fine Mail Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via New York \$43.

Hongkong to San Francisco \$25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency (The Companies, Erbe's Building opposite Blake Pier).

FRED J. HALTON, Agent.



TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY, THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (Capt. W. E. Filmer), will be despatched from Hongkong in the 18th AUGUST, at Noon, via Shanghai and Nagasaki to KOBE where passengers and cargo will be transhipped to the new and improved triple screw turbine steamer

"SHINYO MARU" (Capt. H. S. Smith), the latest addition to the Trans-Pacific service, and a sister-ship of the s.s. "TENYO MARU" and "CHIYO MARU".

This new turbine steamer is replete with every modern convenience including a Palm Garden on the Bridge Deck—all staterooms are outside rooms.

SOUTH AMERICAN LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.

The Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
KIYO MARU	17,500	S. Togo	Tuesday, Aug. 15, Noon.

The Steamer "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, the 15th August, at Noon.

FARES FROM HONGKONG:

To London	£71.18.0.
To London and Return 6 months	£120.0.0.
To Valparaiso	Yen 370.00.

Through tickets to all principal points in U.S.A., Canada and Europe.

SPECIAL RATES (first-class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For full particulars as to Passage and Freight apply to K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier)

Hongkong, January 27, 1911.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES.

via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre & Hamburg
S.S. ALESIA 8th Aug.	S.S. LIBERIA 7th Aug.
S.S. FREIENTALS 25th Aug.	For Rotterdam, Hamburg & Antwerp
S.S. SUEVIA 6th Sept.	S.S. SUEVIA 12th Aug.
S.S. BAEREN 20th Sept.	For Havre & Hamburg
S.S. BAYERN 6th Oct.	S.S. LIBERIA 20th Aug.
	For Rotterdam & Hamburg
	S.S. BRIGAVIA 24th Aug.

For further particulars, apply to HAMBURG-AMERIKA LINIE Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
MANILA, YOKOHAMA, SWATOW, HAIKOW & CHEFOO	YERNANG	SATURDAY, Aug. 5, at 2 p.m.
SHANGHAI via SWATOW & NINGPO	CHIPSING	SUNDAY, Aug. 6, at 9 a.m.
SHANGHAI, KOBE and FUKUOKA	CHOSANG	SUNDAY, Aug. 6, Daylight.
SINGAPORE, PENANG and CALCUTTA	MAUSANG	TUESDAY, Aug. 8, at Noon.
MANILA, YOKOHAMA, SWATOW, HAIKOW & CHEFOO	LOONGSANG	SATURDAY, Aug. 12, at 2 p.m.
SANDAKAN, MAUSANG	MAUSANG	SATURDAY, Aug. 19, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers YERNANG, Nanyang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuddat, Lahad Datu, Singapore, Tawau, Trukau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
HAIKOW & HAIPHONG	SUNGLANG	Aug. 4, at 8 a.m.
SHANGHAI	CHENAN	Aug. 5, Midnight.
MANILA, CEBU & ILOILO	TAIANG	Aug. 8, at 4 p.m.
SHANGHAI	LEVIN	Aug. 10, at 4 p.m.
WUHAIR & TIENTSIN	KICHOW	Aug. 10, at 4 p.m.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	TATUAN	Aug. 17, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANCI".

ADRIANIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tao" & "Taming". Saloon accommodation amidships. Electric Fans fitted; extra state-rooms on deck, aft. Saloon modicum amidships. "Kaifong" is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—S.S. Anhui, Chenan, Linan, Chinan—(with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. R. Takeda, Tons 7000	WEDNESDAY, 16th Aug., at Daylight.
	HIRANO MARU, Capt. H. Frazer, Tons 9000	WEDNESDAY, 30th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7000	TUESDAY, 15th Aug., at 4 p.m.
	INABA MARU, Capt. S. Tomioka, Tons 7000	TUESDAY, 12th Sept., at 4 p.m.
VICTORIA, B.C. AND SEATTLE	SADO MARU, Capt. J. Richards, Tons 7000	SATURDAY, 12th Aug., at Noon.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 4th Aug., at Noon.
	YAWATA MARU, Capt. T. Sekino, Tons 5000	FRIDAY, 1st Sept., at Noon.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. H. Nomura, Tons 7000	WEDNESDAY, 2nd Aug., at Noon.
BOMBAY, via SINGAPORE, and COLOMBO	WAKASA MARU, Capt. Nielsen, Tons 7000	TUESDAY, 8th Aug., at Noon.
KOBE & YOKOHAMA	TANGO MARU, Capt. Kawara, Tons 6000	THURSDAY, 3rd Aug., at 11 a.m.

Fitted with new system of wireless telegraphy.

Cargo only. Carries Deck Passengers.

Calling at Djibouti.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90
2nd class \$80	\$70	\$60	\$50

With Option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to T. KUSUMOTO, Manager.

70

Regal Boots

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FOR SALE

AT REASONABLE PRICES

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Shipping

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "FENROCKSHIRE" Captain W. Barnett, will be despatched as above on or about 4th August.

The attention of passengers is directed to the excellent accommodation offered by this steamer at cheap rates. A Doctor and Stewardess are carried, and all cabins have electric fans.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, August 1, 1911.

902

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER

DIRECT.

THE Steamship "OSTERIO"

From Hongkong, on

FRIDAY, 4th August.

To be followed by

SUVERIC Aug. 22.

Bills of Lading issued to Overland Ports in Canada, the United States, and to the West Indies.

For further information regarding freight rates apply to

CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, July 19, 1911.

918

DIRECT TO SOUTH AFRICA

S.S. "BARON ANDROSSAN"

THE above steamer will be despatched on or about

20th August, direct for Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

For Freight apply to GILMAN & Co.

Hongkong, July 4, 1911.

977

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN

